MMR_0391 Duane Richardson

Duane (son) Richardson and Paul (dad) Richardson #345 became the first Father/Son duo of MMR's. Albert Boos III also an MMR is pictured center.

I have been around the hobby literally my entire life. My first Christmas present was a trainset. I was all of 5 months old. My Dad, Paul, would set me up in my highchair and watch the trains. Come to think of it, Dad played with my present a lot.

As time went along, my present turned into a layout that took over our garage. Being underfoot during operation sessions became a problem, so Dad and I built a small N Scale layout under his benchwork. Between that and several generations of my family working for the Frisco, I was hooked on railroading.

For my 6th birthday, I received a model of a F4U Corsair which Dad taught me how to build. For the next couple of years, I built several model airplanes. I started doing flak damage and was learning to weather with Dad's airbrush.

One day, bored and with no model to build, I went out to the train room and asked Dad if we could go buy a model. Since I hadn't saved any money he said no.

I complained that I was bored so he looked up on his shelf and pulled down a Silver Streak flat car kit. He gave me some instructions and appropriate glues. I set about making my first freight car. With a lot of Dad's guidance, I was able to build the kit rather quickly. Dad was surprised but put it up on the layout and it ran nicely. So he gave me another one, and another one.

Years go by, jobs changed, and we moved to Texas in 1984. Dad had been out of the hobby for a couple of years, but I had kept up with it some. When we got settled in, Dad and I decided to build a Timesaver so he could teach me how to hand-lay track.

From that point on, we moved a lot but always kept working on cars or structures and kept planning that dream layout. In 1998, my parents bought a new house that allowed him space and my soon to be wife, Shona, and I also bought a house that would allow me to get a start on my own layout.

Dad and I had started teaching clinics in the Dallas/Ft. Worth area in 1992. It was a question that came from one of those clinics that ended up having a big impact on our future layout plans. I was bitten by the Narrow Gauge bug back in 1976 when we rode the D&RGW (what is now the Durango & Silverton as well the Cumbres & Toltec). I was planning an HOn3 railroad while Dad was still in the Standard Gauge World.

We had a question about casting freight cars in resin that drove us to make up a master for a reefer and make a set of molds. Dad pulled the first castings from the mold and put the car together. Looking a little bland, he made up a railroad name and a herald for it.

He printed it off and just laid it on the side of the car. This was the birth of the Purgatory & Devil River Railroad. Dad modeled the northern Division in his basement up in Kansas City and I model the southern Division here in Dallas.

Through friends in the hobby, I got very involved in the Lone Star Region and especially in our Contest Room. There I met some of my best friends in the hobby and I learned so much. I've always said that I learned more in the Contest Room that I have in all the clinics I've ever seen.

This drove me to do more with my models and learn more about our craft. Winning contests in various categories started my journey towards MMR. Over time, I became our Regional Web Master in 2003 and held that for 11 years, Division Director in 2005 for 4 years and a Director at Large for 6 years.

In 2008, I became our Contest Room Chairman and held that for 6 years. I left that job to take over the AP Chairman for the LSR in 2013 and I'm still enjoying that position. I've been writing articles for the HOn3 Annual and have been in every issue except the year that Dad passed away.

Over the years, Dad became MMR number #345 and in March of 2007, I became MMR #391 Making Dad and I the first Father/Son duo of MMR's. Dad became the National AP Chairman and once he left office, I started working to complete all 11 certificates. I have 2 ready to review which will leave me 2/3's of Motive Power to complete them all.